

Yorkshire Gliding Club

Notes for Visiting Pilots

~

Extracts from Club Rules and Operating Procedures

1. Introduction

Welcome to the Yorkshire Gliding Club at Sutton Bank. The club has operated from this site for over 70 years and has something to offer all glider pilots. These notes have been compiled from pertinent extracts of our Club Rules and Operating Procedures and are intended to provide visitors with a brief introduction to the main points and explain where more detailed information can be found.

2. General

Sutton Bank offers a variety of great soaring opportunities from ridge, thermals and wave lift. In common with other hill sites, conditions can vary markedly. Visiting pilots should be prepared for briefings and check flights according to their experience and to take additional check flights if there are significant changes in conditions.

As visiting pilots you may find that operational procedures at your home site differ from those at Sutton Bank, so please ensure that you are familiar with our Standard Operating Procedures before you fly. All club gliders are FLARM equipped as are most gliders based here. It is strongly recommended that all aircraft flying from Sutton Bank are fitted with working FLARM equipment.

Attending the morning briefing at 09.30am is essential to help you get the best out of your stay at Sutton Bank.

It is the responsibility of all persons who have occasion to be within the boundaries and buildings of The Yorkshire Gliding Club to observe and comply with all danger and safety instructions issued verbally or by notice.

All flying activities at The Yorkshire Gliding Club are in compliance with current BGA and CAA rules and regulations.

Pilots intending to fly solo at Sutton Bank must present a current medical certificate, or a current full driving license at the office before flying.

In addition to the requirements for site checks and briefings, all visiting pilots are required to comply with the club currency regulations before flying solo.

Currency and Refresher Checks are required as specified below:

<u>Experience:</u>	<u>Self Auth:</u>	<u>Instructor Auth:</u>	<u>Check Flight:</u>
Early Solo	Not Permitted	At Instructor's discretion	At Instructor's discretion
Bronze C or 100hrs	Not Permitted	4 flights in Previous 8 weeks	At Instructor's discretion
Silver C or 200hrs	4 flights in previous 8 wks	1 – 3 flights in previous 8 wk	At Instructor's discretion
Gold C, Instructor or 500 hours	4 flights in previous 12 wks	1 – 3 flights in previous 12 wks	At Instructor's discretion

Authorization may include a briefing and/or check flights

Check flying may involve more than 1 flight/instructor

Qualifying flights are solo without incident or a satisfactory check flight.

Refresher Training and Checks required within the previous 24 months for spinning, winch launching, aero-tow launch failures and field landings.

The club telephone number is 01845 597237 (office)

3. Trailers

Visitors with glider trailers are requested to call at the office for advice on trailer parking, rigging areas, and overnight parking for rigged gliders. All trailers must be securely picketed against strong winds even during the summer months. These regulations are in force to allow safe and efficient launching and landing operations, and to avoid congestion in the rigging areas.

The Duty Instructor will ensure that the regulations are complied with and your cooperation and consideration in this matter is appreciated.

4. Visitors

If you are bringing family members or inexperienced crew members onto the site, please ensure that they are briefed regarding active areas of the airfield. Club members and visiting pilots must make every effort to prevent non-flying visitors from putting themselves and others in dangerous situations.

5. Airfield

The airfield has public rights of way around almost its entire boundary, including a stretch of public highway. In view of this, attempting to land back on the airfield following a launch failure, or during a marginal final glide, may not always be the safest option. Always check which fields are within gliding range of the airfield before flying, and note that the fields closest to the airfield slope significantly.

A light aircraft club operates from BAGBY airfield approximately 2NM West South West of Sutton Bank and may be used with care by gliders up to 20m span. If you intend to land at Bagby a call to BAGBY RADIO on 123.255 MHz would be appreciated.

The radio frequency in use at Sutton Bank is 118.685 MHz. Other gliding sites use this frequency so care should be taken to prefix the call with Sutton base.

To the North of the airfield is an area known as “The Gallops”, and in recent years a large professional stable has been developed with up to 300 race horses on site. Whilst the safety of your flight is paramount, we ask you to avoid flying low over this area in gliders or tugs unless absolutely necessary. Standard YGC circuit patterns are briefed every morning at 09:30 where any questions or concerns regarding this matter can be discussed. If you are unable to attend the briefing it is essential that you talk to the Duty instructor before flying.

Section 9 of this document contains a picture showing the location of the stables.

6. Hill Soaring

The Western ridge at Sutton Bank often provides exciting and challenging flying. The ridge soaring rules contained in the BGA Laws and Rules must be adhered to. In addition, when crossing the ridge on circuit a vigilant lookout is essential.

On occasions when ridge soaring, the lift will be strong enough to reach cloud base quite easily. Flying very close to cloud base is an extremely hazardous practice at any time, but when ridge soaring the number of aircraft you are likely to encounter will increase the risk dramatically. Good airmanship and common sense will help to preserve yours and other people’s safety.

It is not unusual for cloud base to descend quickly as conditions deteriorate, with the possibility of orographic cloud forming at ridge top height very rapidly. **Always** leave the ridge and land whilst you are still able to fly a **safe** circuit, and complete your final turn at the BGA recommended minimum height of 300ft.

The same applies if there is a significant increase or decrease in wind speed. Landing back on the airfield may not always be the best option. Make a decision in good time. Note that the fields closest to the ridge slope significantly. There are plenty of good fields a little further out from the ridge.

The section of ridge from the end of the Western runway 24, to Gormire Lake can be very busy, with launches, go-rounds, launch failures and circuits. Clearly, low-level high speed passes and zoom climbs in this area pose an unacceptable risk of collision, and will not be tolerated.

Hill soaring benefits from an exemption of the 500ft rule. However, flying at very low altitude directly over the public footpaths along the ridge, may well leave you open to a charge of reckless endangerment, should a complaint be made by a member of the public.

7. Club Aircraft

Visiting pilots who wish to fly YGC gliders must have a satisfactory type conversion, check flight or briefing, according to their experience, the prevailing conditions and launching methods.

8. Airspace

The Vale of York is an Area of Intense Air Activity. To the North West is RAF Leeming. In addition, the RAF undertakes Basic Flight Training at RAF Linton-on-Ouse to the South, and nearer to home, the airfield at RAF Topcliffe just SW of Thirsk is very busy during the week. Dishforth Airfield is controlled by RAF Linton and is occasionally active, usually with helicopters. All these airfields have the usual MATZ and ATZ.

At weekends motor gliders fly from RAF Linton-on-Ouse and RAF Topcliffe, (RAF basic training at these airfields stops), whilst at Leeming activity is reduced but not suspended.

Gliders operating to the west of the east coast railway line should call Leeming on 133.375mhz, if north of Ripon. Gliders operating south of the disused railway line through Coxwold should call Linton on 118.55mhz. **See map Appendix A**

Sutton Bank does not have controlled airspace local to the site other than military ATZ's. However, with Teeside Airport to the North, Leeds and Bradford Airport to the South West, Robin Hood Airport to the South and an airway running up the line of the Pennines, **it is essential to use up to date maps**, check the NOTAMS, and get a briefing **before** setting off on a cross country flight.

A photograph of the airfield is included at the end of this document. The landing area is adequate but not large and when the lift fails, as might occur quite quickly when hill soaring, a large number of gliders may arrive in a very short space of time. Massed landing procedures are detailed in the SOP's.

When you have landed, and when help arrives, please move your glider to the side of the take-off run / landing area before towing back to the launch point to avoid delays in launching, and to allow other gliders to land.

9. Map and Notes

See Appendix B

The following pages show an aerial photograph of the airfield. The following notes explain the detail on the second photograph:

- N, S, E, W, indicates the normal **launch points** for each wind direction.
- Note the busy public footpath that runs along the edge of the ridge and airfield boundary.
- There is a public road along the boundary of the airfield on the westerly approach.
- The ground slopes away from the Northerly launch point towards the south (white horse). Caution is required when landing across this slope towards the west. It is preferable to land beyond this area if landing to the north.
- Please keep clear of the refueling area.
- Gliders and trailers may be parked in the area marked along the north / south runway.
- Page 8 shows the location of the Stables

Appendix A



For a fuller explanation of activity at RAF Linton on Ouse and RAF Leeming please see

Appendix B



May 2019



